

**MINISTRY OF HIGHER AND SECONDARY SPECIALIZED EDUCATION  
OF THE REPUBLIC OF UZBEKISTAN**

**FERGHANA POLYTECHNIC INSTITUTE**



**Department “Mechanical engineering”**

**REPORT**

**THEME: CAR INDUSTRIAL IN UZBEKISTAN**

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## **Introduction**

Nowadays, automotive Industry of the Republic of Uzbekistan produces passenger cars and commercial vehicles (trucks, buses) as well as many vehicle components for them. The enterprises of the Republic's automotive Industry are united to the state Joint Stock Company «Uzavtosanoat». Since the country focuses on localization of the vehicles manufactured in the Republic and active attraction of investors, the automotive Industry of Uzbekistan is generally represented by joint ventures with foreign partners.

Joint Stock Company «Uzavtosanoat» («Uzavtosanoat») is the successor of Uzbek Association of Enterprises of Automobile Manufacturing «Uzavtosanoat» established in March 1994 by the decree of the Cabinet of Ministers of the Republic of Uzbekistan.

At the initial stage of foundation of Uzbek automotive Industry the Association united Joint Ventures UzDaewoo and UzDaewoo Electronics established in the first half of the 90-s to the extent of the partnership of the Republic and Daewoo corporation. At a later stage, it included all the newly opened vehicle manufacturing enterprises of the Republic, including those dealing with vehicle components. Starting from the 90-s Uzbekistan has seen quite a number of new joint ventures (principally with Korean and Chinese companies) dealing with production of vehicle components to produce passenger cars and commercial vehicles.

The partnership with Daewoo became the driving power for development of Uzbek automotive Industry in the post-Soviet period. The launch of UzDaewoo Auto automobile plant in Asaka did not only allow to start high-volume production of vehicles but also brought about the development of vehicle component manufacturing for Daewoo vehicles, and after that – for General Motors vehicles.

In 2004 «Uzavtosanoat» became the joint stock company with the government participation amounting to 51%. At present, it includes 51 automobile enterprises with the total staff numbering 21 thousand people. Manufacturing of vehicles is carried out by GM Uzbekistan (cars), SamAuto (trucks and buses), MAN Auto Uzbekistan (trucks). AK (Joint Stock Company) «Uzavtosanoat» consists of about 200 vehicle component manufacturers, as well as GMPT Uzbekistan dealing in production of engines.

Following the decree of the Cabinet of Ministers of the Republic of Uzbekistan On the Measures for Improvement of the Management Structure in the Automotive Industry dated August 23, 2004 which caused the establishment of AK «Uzavtosanoat», among the main objectives of the association there are as follows: elaboration of the strategy and programs of sustainable development of automobile manufacturing in the mid-term and long-term perspective, implementation of research and development, as well as investment policy in the industry; organization of marketing research, rendering of assistance in manufacturing of new types of competitive products (work, services) and its market promotion; assistance in modernization and technological re-equipment of the industry enterprises, attracting foreign investments for these purposes, establishment, in cooperation with the leading foreign companies, of the production facilities dealing in output of up-to-date types of motor transport, component parts and details to the same; rendering of information services to the enterprises and organizations of the automotive industry; arrangement of advanced training to prepare skilled employees and specialists for the industry, professional development and re-training of senior executives.

The functions of supreme management body of AK «Uzavtosanoat» for the period up to holding of the general meeting of shareholders are executed by the company's Shareholders' Council the members of which shall be approved by the Cabinet of Ministers of the Republic.

«UzDaewooAvto Co.» is the first automobile manufacturing company in Central Asia. The enterprise is equipped in accordance with the high world standards - it has not happened by chance that the joint venture became one of the leading Uzbek industry development factors. Moreover, with the appearance of this automobile giant in Asaka the national economy has received a powerful stimulus for the quantitative and qualitative growth.

### **Car industrial in Uzbekistan**

There are a few countries in the world which launch their own car manufacturing as it is a scientific and very complicated process. In 1996 when the first car factory of Central Asia was launched in Asaka, Uzbekistan became the 28th car manufacturing country, most of people were in doubt that the Uzbek cars would enjoy a high demand.

Automobile manufacturing becomes a locomotive for all industries of Uzbekistan because it encourages the development of adjacent industries. The international experience shows that the development of automobile manufacturing results in growing efficiency of adjacent fields of economy and stable increase of employment. To create a work place in the car construction conduces to the creation of 7 up to 15 job places in other spheres of activity.

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### ***Chevrolet Captiva (GM Daewoo Winstorm***



*Chevrolet Epica (GM Daewoo Tosca)*



1<sup>st</sup> cars of Uzbekistan

## TICO



JV «UzDaewoo» launched construction of compact hatchback « Daewoo Tico» of small class in 1996. It is a manoeurable and light in driving model which fits of all intended for exploitation in cities. «Tico» has good capacity and comfort for its class, and also good dynamical characteristics and smoothness of driving. It was equipped with three-cylinder gasoline carburetor engine with working volume of 0.8 liters and capacity of 41 horsepower, which is aggregated with mechanical 4 and five-stage gear cluster or four-stage automatic one.

The car has amazingly wide for mini car saloon even tall drivers feel comfortable. Seats with high head restraints with cotton upholstery are equipped with inertial safety belts. Saloon of TICO can be easily transformed, what allow after folding seats transfer a lot of goods. Facia is maximum ergonomic and functional. There is a powerful heater and air conditioner as an option.



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## **NEXIA**



«NEXIA» appeared thanks to «Opel Kadett E», which had been producing in Germany from 1984 up to 1991. First samples of model produced at the license of Opel left conveyor of Daewoo in 1986. For export to USA and Canada this car was named Pontiac Le Mans, and at markets of other countries became popular as Daewoo Racer.

In 1995 the first restyling of this model had place, during which front and back parts of body, lighting engineering and forming of saloon were completely modified and the basis of wheel was increased on 100 mm. After the modernization the model get a new name - «NEXIA».

Outwardly car looks rather serious, having big cornices of body in front and on the back, and also very roomy boot of 530 liters.

Saloon calculated for comfortable placement of 4 passengers. Adjustments of driver's seat allow to be comfortably fixed in front of the rudder for person of any complexion.



## DAMAS



“DAMAS” – is a unique car of its kind. From one hand, it is not outstanding – not in part of design, not in plan of technical construction. In the same time, in transportation flow «DAMAS» is noticeable. You can agree that we do not meet very often such 4-wheeled sample, which can be named “super microbus”.

It comes after «Suzuki Carri», license for construction of which Korean company got at the end of 80<sup>th</sup>.

On its ability for transformation of saloon «DAMAS» almost same as minivans, which actually little bit longer and wider. But you can gather the middle row and make the car look like limousine – then back sofa will be more than just wide: the space will be enough for children chare or for big dog.



You can save the middle seats and remove back seats. Then boot will be impressively increased – thanks to high convex head.

From 2006 Asaka plant launched construction of «DAMAS 2», which at more modern design did not lose any of its attractive characteristics.



**MATIZ**



In the 80<sup>th</sup> of the last century «Suzuki» sold model «ALTO» sample of 1982 as a result in 1988 beginning of Tico started. Construction Daewoo Tico seemed to be very lucky. Therefore at creation of a new compact car it was decided to save money and construct MATIZ on the basis of Tico.

It is notable that Matiz was invented by an Italian man Jorjetto Jujarro who worked at studio “ItalDisighn” and who at the beginning created an external image of «Fiat», but than he decided to give it to Daewoo. First time the model was presented in 1998 in Geneva.



At the Paris auto saloon in October of 2000 was presented an updated variant of MATIZ. This car is almost 10 centimeters higher and wider than «Tico». Body of the model has streamlined forms: big rounded windshield, which slightly passes into continuation of cowl, oval forms, belied arches of wheels.

In 2001 they started to produce MATIZ in Uzbekistan, and in 2002 a modernization of this model had place. Besides slightly changed image «MATIZ 2» got 4-cylinder engine with volume of 1 liter and model with automatic gear cluster W.



## LACETTI



Specialists «GM Daewoo» did not imagined anything new by themselves, they applied for help to authoritative and good recommended Italian studio ItalDesign. Because as we mentioned before, team of specialists under management of Jorjetto Jujaro developed for Daewoo many of producing models from small MATIZ to representative «Magnus».

In autumn of 2003 in Frankfurt European premiere of «Daewoo LACETTI» - one of the first models developed under patronage of «GM» took place. In Korea this car debuted in November 2000 at Seoul auto saloon. «LACETTI» was developed during record short period – 30 months, and then thoroughly tested.



During tests it overcame more than 1.8 million kilometers in Britain, extreme conditions of Spain hot, Sweden cold, high-mountain districts of China. Parallel in America were made 190 crash tests.

The name is coming from Latin «Lacertus»- means Energy, power, strength, youth. It is noticeable that at the market of South Korea the model is being sold under name of “LACETTI”, and in Europe it has well known under name «Nubura», in USA it is famous under name «Suzuki Forenza», in Thailand «Chevrolet Optra».

### **Conclusion**

Today the first car manufacturer has such new tasks dictating the market as to integrate the production of new models, increase the quality of its product, deepening the process of localizing production of utilities and expanding the sales and servicing networks. We wish the car industry of Uzbekistan good luck in using its potential as much as possible. In other words, the Uzbek car industry that is, figuratively speaking, on wheels now has big tasks.